

FLD 582

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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Ministry of Railroads: Organization and Administration

1. The Minister of Railroads is Josef Pospisil. The following are his seven deputies:
  - a. General Josef Petr. Exact functions unknown; possibly in charge of planning.
  - b. R. Urx; transport.
  - c. O. Gerec; rolling stock.
  - d. K. Basta; construction.
  - e. Emil Vrtak; material and supplies.
  - f. Stehnyj (fnu); transport safety.
  - g. Frantisek Peleska; cadre matters.

The minister and his deputies form the Railroad Consultative Board.

2. The ministry is divided into 26 sections, which are called Central Administrations or Central Departments and which are under the control of the respective deputy ministers. The difference between a Central Administration (Ustredni sprava) and a Central Department (Ustredni odbor) is that a Central Administration may take executive measures directly and without the prior approval of the head of the Area Administration, while the Central Departments act only through the Area Administration as an intermediary. The Area Administrations are: Prague, Usti nad Labem, Pilsen, Moravska Ostrava, Bratislava and Kosice.

3. The following are the Central Administrations  50X1-HUM
  - a. Central Administration for freight and passenger transportation; head, Deputy Minister R. Urx.

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- b. Central Administration for expenditures and commercial calculation.
- c. Central Administration for the management of rolling stock.
- d. Central Administration for the management of railway buildings and premises.
- e. Central Administration for the supply of technical material.
- f. Central Administration for line construction.
- g. Central Administration for technical planning.

Russians in the Ministry of Railroads; Relations of the Railroads with the USSR

4. In 1952, six Soviet advisers worked with the Ministry of Transportation and later with the Ministry of Railroads. At present, only General of the Soviet Railways Eng. Komarov (fnu) has remained with the Ministry of Railroads, but his presence is of major importance considering the lack of experience of Minister Josef Pospisil. Measures taken by Komarov, who is actually functioning as minister, are neither drastic nor hasty. Nevertheless, the gradual, and still somewhat hesitantly introduced, changes according to the Soviet model are contrary to the much more advanced Czech methods and, if carried out, are bound to lead to a substantial decrease in efficiency.
5. In principle, the following can be described as the basic changes introduced which are Soviet-type innovations:
  - a. Rigid centralisation of administration.
  - b. Emphasis on individual personal responsibility.
  - c. Statistical reports; diagrams; multiplicity of correspondence.
  - d. Checking and rechecking.
  - e. Formation of reserve train units on the Area level.
  - f. A cadre policy which gives advancement to responsible posts chiefly to young reliable Communists, giving preference for experience, however.
6. The newly introduced administrative system contains much that is superfluous and is not suited to the Czech, but only to the Russian, mentality, type of organization and conditions of transportation. It makes traffic clumsy. It demands more administrative personnel and puts burdens on the older expert employees, most of whom are considered politically unreliable. For example, the former Bratislava railroad management before World War II had 600 employees. Now the same area administration counts over 1,000 employees. As compared with eight hours previously, working hours per day are now twelve and sometimes even more.
7. Extra work is often caused unnecessarily. A young and inexperienced Communist zealot becomes the head of a section and wishes to introduce a new idea, usually copied from the Soviets. His technical staff has to collect all the necessary statistics for him and work out figures and studies - all this, of course, over and above their regular duties. Thus they get overworked, tired and apathetic, and mistakes occur. On 8 April 1953, Zavadil (fnu), an official of the Central Administration for expenditures and commercial calculation, a good worker of long standing, committed suicide because he was physically unable to fulfil the tasks he had been burdened with.

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Cadre Policy and the Principle of Individual Personal Responsibility.

8. Those in the most responsible positions with the Ministry of Railroads, such as the Deputy Ministers, heads of the Administrations, etc., are either devoted Communists or opportunists; their experience with railroads is far below standard. The experts - educated officials with many years of experience - are considered unreliable and kept in subordinate positions as the necessary toilers, advisers and executors of the instructions of the new dignitaries. There is a continual struggle for power among the young Communists. This, and the application of the principle of individual personal responsibility, lead to frequent changes of personnel and to general instability.
9. Station masters are changed frequently; they often remain at a post only for six months at a time. For example, the station master at Cierna nad Tisou on the USSR border is changed regularly every few months - possibly also for security reasons. These conditions naturally lead to overworking of the older railroad officials and other personnel, causing dissatisfaction with and opposition to the present Communist administration. This attitude is true also of personnel of lower categories, including Communist Party members of long standing.

Proposed Formation of Rolling Stock Reserves

10. According to instructions from General Komarov, the Area Administrations are to maintain reserves amounting to 10% of rolling stock. In actual practice this has never been observed, owing to the insufficient amounts of rolling stock, and there is no prospect of such reserves ever being built up. Both locomotives and cars are in continual, ruinous use. This is particularly true of the autumn period of the sugar beet harvest.

Soviet Use of Czechoslovak Railroad Facilities

11. The line between Cierna nad Tisou and Prague is fully and exclusively managed by the Czechs. Except for General Komarov, Russians on Czechoslovak territory have no authority concerning the railroads. No Soviet trains or shipments pass through Czechoslovak territory, with the exception that trains with Soviet personnel from Austria going on leave to the USSR pass twice a week from Vienna to Onep (Oep) via Zahony.

Training of Czechoslovak Personnel in the USSR

12. In about December 1952, a group of picked "working class cadres" was sent to the USSR for training which was to last three months. They returned after six weeks. Eng. Jirucha (fnu), of the safety service department, has recently been chosen for training in the USSR.

Railroad Traffic

13. The railroad transportation service in Czechoslovakia is in very bad shape. In the winter of 1952-53, traffic was maintained at a bare minimum level only thanks to the efforts of the remaining railroad experts and by squeezing the last ounce of use out of the rolling stock. In Easter 1953, passenger transportation was out in half as compared with preceding years, and in some places it stopped altogether. The following are the causes of this alarming situation in the order of their importance:

- a. Shortage of coal and coal of poor quality.
- b. The drive for industrial development without a corresponding increase in rolling stock.
- c. Inadequate lubricants.

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d. Defective engines.

e. The introduction of new methods of operation and administration.

14. In order to improve freight traffic, at least, General Komarov has decreed measures by which passenger transportation will be further reduced in favor of freight. The present relation of three to two will be reduced to one to one.

#### Shortage of Coal

15. The output of the three main Czechoslovakian coal regions is approximately as follows:

a. Sokolov: about 1,000 carloads daily.

b. North Bohemian region: about 2,300 to 2,700 carloads daily.

c. Moravska Ostrava: 1,700 carloads daily.

16. The quality of the Sokolov coal has deteriorated considerably. The Moravska Ostrava coal, on which the Czechoslovak Railroads have relied exclusively, is now supplied in insufficient quantities and it appears that there is no way of making the miners work more. Urgings, punishments and wage increases have all been of no avail, and the production requirements are met by stubborn resistance on the part of the miners. Working morale is very low indeed. High wages are no remedy; they only encourage alcoholism. During the winter of 1952-53, the situation became so critical that in order to maintain freight traffic coal reserves in sugar refineries had to be requisitioned and railroad stocks had to be shifted from one station to another.

#### Rolling Stock

17. The total number of locomotives in service is estimated at 4,300 to 4,500 of all types. Of the new type, series 556-Skoda, 80 locomotives are to be delivered in 1953 (30 of them for the Kosice and 20 for the Bratislava Area Administration). These are freight locomotives with five drive axles, 60 tons per axle, with a maximum speed of 80 kilometers per hour. They are to replace the 5340 type now in use, whose speed is 60 kilometers per hour.
18. Of the series 475-Skoda, 60 locomotives were to be delivered during 1953. These are for universal use and have a maximum speed of 100 kilometers per hour. 40 of them have been delivered, but on 23 of these the spokes of the leading trolley wheels cracked and consequently deliveries have been stopped.
19. Electric locomotives are still in the trial stage and have not yet been released by Skoda. Diesel motor locomotives are not in production.
20. In 1952, from 40 to 60 locomotives were supplied to China. None have yet been exported in 1953. For the USSR, only several hundred German war booty locomotives have been repaired and adapted. None of these now remain in Czechoslovakia.
21. The total number of all types of serviceable cars is estimated at 80,000 to 86,000, with about 8,000 under repair. Replacement of worn out stock for the past three years has been at the rate of 1.5 to 2% a year.
22. In addition to these replacements, delivery of a series of some 2,000 to 3,000 cars of a new type began in 1953. These are self-emptying, four-axle trucks with a capacity of 40 tons - type SAV. They may be intended to replace the 30-ton high wall cars, type VSR. About 400 of these are to be delivered during 1953. They are manufactured at the Tatra Railroad Car Works (Vagonka Tatra), Studenka-Butovice (P 50/O 47) and Ceska Lipa (O 51/F 75).

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23. For transporting tanks, the six to eight axle, 60-ton PAX-type flatcars are used. There are about 3,000 to 5,000 tankcars in circulation in Czechoslovakia, most of them being owned by individual enterprises. There is a shortage of tankcars but no new ones are to be delivered.

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#### The Zilina - Cierna nad Tisou Line

25. The line between Zilina and Cierna nad Tisou has a permanent and smooth "normal trace" traffic of ten gross 2,000 tons a day - that is, 10,000 net tons a day. Sometimes the traffic reaches an "exceptional trace" capacity of from 14,000 to 15,000 net tons a day. Such excessive loads, however, result in a drop of capacity to below normal on the succeeding days. Loads brought in from the USSR on this line are mainly iron ore in summer, chiefly from the Krivoi Rog area, and grain in winter.

#### Shipment of Gasoline and Crude Oil

26. During February and March or March and April of 1953, 80 tankcars per day have been filled with gasoline and crude oil from Danube barges. This fuel comes from Rumania, although perhaps a very small part of it may come from Hungary. A small amount of it is sent to Poland. Apart from this, about 60 tankcars arrive from Austria daily, via Breslav and Satov.

#### New Tracks, Construction and Investments

27. The by-pass line south of Prague will be a double-track line branching off from the Prague-Pilsen line before it reaches Barrandov, crossing a new bridge between Branik (o 51/L 78) and Podoli and ending in the passenger station of Vrsovice-Nusle, Prague. Its estimated capacity is 2,500 cars a day. The Vrsovice-Nusle passenger station is a bottleneck and until the yard there is rebuilt the new line will be of small significance. Traffic on the line may be expected to begin in about April 1954, although with extra effort the line could be completed in nine months.
28. The roadbed for the third track of the Prague-Kolin line is complete as far as Poricany (o 51/M 19). It will not go any farther.
29. Plans had been completed for a line Havlickuv Brod-Svetla-Votice-Sedlcany-Nepomuk and the terrain had even been traced in, but it was decided in November 1952 to abandon the project, allegedly because of lack of material.
30. Construction on the Havlickuv Brod-Brno line is proceeding at a snail's pace. In 1953, one track may be put into operation. The roadbed is for two tracks but rails are unavailable.
31. The Zilina - Cierna nad Tisou line has been double-tracked in the Cierna nad Tisou - Slovenske Nove Mesto and Kolinovce - Zilina sectors.

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32. The electrical installations on the Zilina - Vrutky line are now completed even in the stations.
33. The Turna nad Bodvou - Roznava line has been under construction since 1951, and the roadbed and the Jablonov tunnel have now been completed. Further work may be influenced by the interruption of the construction of the HUKO Steel Works project near Kosice.
34. A single-track railroad bridge near Komarno is to be completed in 1953. The single-track railroad bridge near Bratislava is of minor importance and its reconstruction is not being reckoned with.
35. The Malomerice marshalling yard near Brno will be ready for service in the fall of 1954 or spring of 1955. This is a project for which the pre-World War II Czech government had already budgeted 3,000,000 Kcs. in 1937-38.
36. The Cierna nad Tisou yard has reached a transshipping capacity of 15,000 tons of corn or iron ore a day and about half that amount of piece goods. During the winter of 1952-53 the yard was extended near Biel, two kilometers west of Cierna.
37. Investments of a local and military nature are being anticipated, such as sidings or spurs for new industrial plants and improvements or adaptations in some stations or yards, on a very limited scale.
38. Although Czechoslovakia formerly exported large quantities of rails, there is now an appalling shortage of them. The Ministry of Railroads could only allow 15 kilometers of rails for the entire country for the extension of yards. Old and worn-out rails taken from other lines are being used for this purpose.

#### Research

39. The Zeleznicni Vyzkumny Ustav (Railway Research Institute) has been created by government decree, with Eng. Tabery (fnu) at its head. For the time being, the institute has no offices and has not yet started to function. It is in the planning and organization stage. A new method of heating locomotives according to an East German process is being tested on the Prague-Usti nad Labem line. The principle consists in projecting coal dust onto gas burners. First trials did not give satisfaction, as the burners got choked up. The Soviets have condemned this method, but the Czechs are continuing with their tests. Eng. Stejskal (fnu), an excellent technician and an anti-Communist, is in charge.

#### Influence of the Military on the Czechoslovak Railroads

40. Placing railroad personnel under military jurisdiction was only a theoretical project, and it has definitely been abandoned. Railroad personnel were at first to get army uniforms on 1 January and then again on 1 April 1953, but this idea has been temporarily abandoned because of the expense involved. There is no interference by or direct influence on railroad administration by the Ministry of National Defense.
41. Army requirements for military traffic on the Czechoslovak Railroads are no higher than during the German occupation during World War II. They amount to about 40 to 48 pairs per double-track line.
42. The military railroad commands attached to the Area Administrations have achieved some tightening of security. Their offices have recently been provided with steel doors.
43. The Army's railroad timetable, a yellow booklet nicknamed "zlutasek" (yellow butterfly), has been made ready for 1 April 1953.

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44. Some units of the Army's railroad engineers corps are stationed in Pardubice, Liptovsky Svaty Mikulas and Michalovce, but no particulars are known about these units.
45. Two shipments of tanks were observed being trans-loaded at Cierna nad Tisou at the end of 1952. The loading work was performed exclusively by an Army unit assigned for the job. The tanks were covered and the work was carried out at night under strict security measures.

Preparations for War and Anti-Aircraft Defense.

46. In 1951, at the request of the army, a conference was called to deal with measures concerning anti-aircraft defense. Measures which used to be in force during the German occupation were taken as a basis for discussion. The German scheme was known as Umleitewegeverzeichnis (by-pass lines schedule). However, owing to the shortage of material nothing has been undertaken yet.
47. A great recruitment drive for civil air defense is going on among railroad personnel.
48. War-time arrangements introduced by the Germans during World War II have not been continued. There are only certain rumors according to which a new type of hospital train is allegedly under construction in the Trnava railroad workshops.

Pay

49. A major reduction in income has been effected through the new tax law, which has lowered incomes by as much as 20%. According to this law, overtime, which formerly could mean considerable extra income for an employee, is now subject to taxation.
50. New pay regulations came into force on the Czechoslovak Railroads on 1 January 1953. Wages are now paid every two weeks and are for the pay period just completed. Previously, personnel were paid monthly and pay was received for the coming period. In order to bring about the transition, small reductions in pay had to be imposed until the difference was made up. Another novelty in the new pay system is that in case of illness an employee is entitled to full pay for only three days, after which he gets only his sickness allowance. □

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